

The Hongkong Telegraph.

No. 3588

MONDAY, OCTOBER 30, 1893.

SIX DOLLARS
PER QUARTER

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,100,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the Daily Balance.
On Fixed Deposits:
For 12 Months.....5 per cent.
" 6 ".....4 " "
" 3 ".....3 " "
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 4th February, 1893. [192]

THE NATIONAL BANK OF CHINA, LIMITED.
Authorised Capital £1,000,000
Subscribed Capital £500,000
HEAD OFFICE—HONGKONG.
Court of Directors:
D. Gillies, Esq. (Chairman),
Chan Kit Shan, Esq.,
H. Stollenfort, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.
Branches—London, Yokohama, Shanghai and Amoy.

BANKERS:—
The Commercial Bank of Scotland,
Parry Banking Co., and The Alliance Bank (Ld.)
Interest for 12 months Fixed, 5 per cent.
" 6 ".....4 " "
" 3 ".....3 " "
CURRENT ACCOUNTS 2 " "
Hongkong, 24th May, 1893. [18]

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.
SUBSCRIBED CAPITAL £2,000,000
CAPITAL CALLED UP £251,993.15.0

BOARD OF DIRECTORS:
Wm. Kewley, Esq., Chairman,
Adolf von Andr, Esq., F. D. Sassoon, Esq.,
Egbert Iverson, Esq., H. D. Stewart, Esq.,
David McLean, Esq.

HONGKONG COMMITTEE:
The Hon. J. J. Kewley, J. The Hon. C. P. Chater, H. Hopkiss, Esq.
Head Office—3, Princes Street, London.
Branches—Bombay, Calcutta, Hongkong, and Shanghai.
Agents—Penang, Singapore, and Yokohama.

RATES OF INTEREST.
ALLOWED ON CURRENT ACCOUNTS and Fixed Deposits, can be ascertained on application.
CHARTREY INCHBALD,
Manager.
Hongkong, 10th April, 1893. [187]

Insurances.

THE STANDARD ENDOWMENT ASSURANCE.

1. AMONG THE MANY ADVANTAGES of this form of Assurance, the following may be mentioned:—
(a)—It secures an immediate Provision for wife and family or other relatives in event of early death.
(b)—It provides a Fund for Retirement.
(c)—It supplies an excellent Investment for the regular accumulation of small fixed sums of money.
(d)—The Surrender and loan values are larger than under ordinary Policies.
2. AFTER THE POLICY HAS BEEN THREE YEARS IN FORCE—should the Policy-holder wish to discontinue future payments—he will be entitled to receive, on application, a FREE PAID-UP POLICY for a proportionate amount of the Sum Assured, as explained in the Prospectus.
Full particulars on application,
DODWELL, CARLILL & Co.,
Agents,
STANDARD LIFE OFFICE,
Hongkong, 8th August, 1893. [174]

NOTICE.
THE MAN ON INSURANCE COMPANY, LIMITED.
CAPITAL SUBSCRIBED £1,000,000
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE:
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st September, 1893. [173]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY, (LIMITED).
CAPITAL, TAELS 600,000
EQUAL TO £375,000.00
RESERVE FUND £118,000.00
BOARD OF DIRECTORS:
LEE SING, Esq.,
LOW TAO SHUN, Esq.,
MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.
HEAD OFFICE, 22, PRINCE STREET,
Shanghai, 17th December, 1893. [174]

Intimations.

GOVERNMENT NOTIFICATION.
INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE from the Batteries will take place as under, daily, from the 1st to 30th November, 1893, (Sundays excepted), between the hours of 8 A.M. and 5 P.M.:—
From Stonecutters' Island in Westerly and South-westerly directions.
From Lyman in North-westerly, Easterly and South-easterly directions.
All Ships, Junks and other Vessels are cautioned to keep clear of the ranges.
By Command,
G. T. M. O'BRIEN,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 27th October, 1893. [1171]

THE NEW ORIENTAL BANK CORPORATION, LIMITED, (IN LIQUIDATION),
NOTICE.
THE LIQUIDATION of this BANK will in future be conducted by THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
By Order of the Liquidator,
E. W. RUTTER,
Attorney for the Liquidator.
Hongkong, 7th October, 1893. [1091]

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.
NOTICE is hereby given that in accordance with Article No. 18 of the Articles of Association of THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED, the Directors have passed a Resolution making a CALL of ONE POUND per Share on the Ordinary Shares of the Bank, such Call to become PAYABLE as follows:—
Five Shillings on the 1st November, 1893.
Five Shillings on the 1st February, 1894.
Five Shillings on the 2nd April, 1894.
Five Shillings on the 1st June, 1894.
The several instalments of the above Call Due on Shares on the Hongkong Register are Payable as above at the Office of the Bank, No. 4, Queen's Road, Victoria, Hongkong, in local currency equivalent.
Interest at the rate of 5 per cent. per annum will be allowed on all instalments paid in advance of due dates.
If the Sums Payable in respect of any of the above instalments are not paid on or before the respective days appointed for payment thereof respectively, interest will be charged on the same at the rate of 10 per cent. per annum from the day appointed for payment thereof to the time of actual payment, in accordance with Article No. 21 of the Articles of Association of the Bank.
S. L. DARBY,
Acting Manager.
Hongkong, 26th September, 1893. [1049]

MORE BETTER.
CHRISTMAS CARDS.
JUST now my thanks velly hard
What thing can send to you
My looks play little card
Can buy em pluck or blue
With piece foun, bird, or cat,
Who man like that?
Plenty other thing can buy,
No use my mak-e send
Who man watche butterfly
To pore to fallen dead?
With small things to fill a hat,
No man like that?
More betta catches Giffith's cards
With photos soft and mellow,
Pagoda, joss-house, Naval Yard,
And lines by a Longfellow
His cards have pluckin English chat
Alls man he likes that.
GRIFFITH'S CHRISTMAS CARDS ARE NOW READY.
BUY THEM AT THE STUDIO,
2, Ice House Road and Duddell Street,
Or from your Booksellers—
55 per d-222. Out Ports cash with order.
Hongkong, 16th October, 1893. [1118]

NOTICE.
FROM the 1st of November next, the SHANGHAI BUTCHERY will be prepared to supply BRAWN, LARD IN BLADDERS, FRESH AND PICKLED ENGLISH PORK, SAUSAGES, &c., &c. Also, BEEF IN JOINTS and CORNED, BLACK PUDDINGS, PORK and GAME PIES.
S. R. GALE.
Shanghai, 13th October, 1893. [1160]

WINE AND SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.
13, QUEEN'S ROAD,
Hongkong, 24th August, 1893. [930]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
CHARTERED CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRINCE CENTRAL HONGKONG.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION.
HARTMANN'S GREY PAINT.
DAMLER'S PATENT MOTOR LAUNCHES, &c., &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT
REASONSABLE PRICES.
Hongkong, 14th July, 1893. [1074]

Intimations.

KELLY & WALSH, LD.
CHRISTMAS CARDS & SOUVENIRS.

OUR SELECTION OF NEW SEASON'S PRODUCTIONS IS NOW ON VIEW.
THE ENGLISH and CONTINENTAL CARDS comprise—A very Large and Choice Variety, carefully Selected from the Leading Manufacturers.
As usual, we have made a Speciality of CHINESE AND JAPANESE CARDS with PIDGIN ENGLISH VERSES and CHARACTERISTIC NATIVE GREETINGS, also GRIFFITH'S POPULAR SERIES of PHOTO CHRISTMAS CARDS representing LOCAL SCENES and STUDIES of NATIVE LIFE.

WE suggest the following Publications as forming very acceptable Souvenirs for Friends at Home, and former Residents at Hongkong and the Coast Ports:—
KELLY & WALSH'S GUIDE TO HONGKONG—Containing, besides the usual descriptive report of the various places of interest, a succinct history of the Colony and an extremely interesting account of the Walks on the Island and in the Neighbourhood.
KELLY & WALSH'S ALBUM OF VIEWS OF HONGKONG—Consisting of 19 permanent process Pictures, reproduced from Photographs by Giffith.
OUR ISLAND—A Naturalist's Description of Hongkong, by Sydney E. J. Skerchley, F.R.G.S.
JAPANESE PICTURE BOOKS, PRINTED ON CREPE PAPER WITH QUANT COLOURED ILLUSTRATIONS.
JAPANESE JINGLES—50 Cents.
OYU-HUSAN—The famous Japanese Song—Another Japanese Song—60 Cents.
THE CHILDREN OF JAPAN—40 Cents.
THE FORTY-SEVEN RONINS—60 Cents.
THE RAT'S PLAINT—A Chinese Legend—75 Cents.

OGAWA'S COLLOTYPE ALBUMS:
DEPARTING LIFE and SCENERY IN JAPAN.
The Hakone District\$4.00
Scenes from the Chikuhingura5.00
Tokio Snow Scenes2.50
Matsubara2.50
Costumes and Customs in Japan—Vol. I.2.50
Costumes and Customs in Japan—Vol. II.2.50
Outdoor Life in Japan3.50
Chrysanthemums of Japan2.50
Lilies of Japan2.50
Sights and Scenes on the Tokaido5.00
Japanese Costumes2.50
Military Costumes in Old Japan2.50
Ayanasan—A Japanese Romance6.50
Corder's Flowers of Japan and the Art of Floral Arrangement.
Corder's Landscape Gardening in Japan.
KELLY & WALSH, LIMITED.
Hongkong, 30th October, 1893.

CARMICHAEL & Co., LD.
EX S.S. "JAVI."
A Very Large Stock of GENTLEMEN'S BOOTS and SHOES in BROWN and BLACK LEATHER, TENNIS SHOES and CANVAS WALKING SHOES. DAWSON'S CELEBRATED PORPOISE BOOTS and SHOES a Speciality.
CHRISTY'S HATS in BLACK, DRAB and BROWN.
TOBACCO and CIGARETTES.
WILUS THREE CASTLE, VIRGINIA MIXTURE, CAPTAIN NAVY CUT & TRAVELLER.
RICHMOND, CAVENTISH CO., NEGROHEAD.
NAUTICAL and ENGINEERING BOOKS.
CARMICHAEL & CO., LTD.
14, PRINCE CENTRAL, HONGKONG.
Hongkong, 18th October, 1893. [12]

CENTRAL HOTEL, SHANGHAI.
THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHES, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.
SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.
The Electric Lighting now partly laid on will be completed during this year, 1894.
An Artist will attend on Passengers by Mail Steamers.
N.B.—TELEGRAPHIC ADDRESS—"CENTRAL, SHANGHAI."

F. E. REILLY, PROPRIETOR.
W. BREWER.
JUST RECEIVED
A NEW STOCK OF GENTLEMEN'S BOOTS and SHOES in BROWN RUSSIAN and MOROCCO LEATHER.
LADIES' WALKING SHOES in MOROCCO LEATHER.
LADIES' TENNIS SHOES. "The Ranshaw."
NEW STOCK BRIAR PIPES, TOBACCO POUCHES, &c.
SPLENDID STOCK of ENGRAVINGS, PHOTOGRAPHS and other PICTURES.
NEW PATENT OPAQUE BANK ENVELOPES.
EXCHANGE TABLES.
W. BREWER,
UNDER HONGKONG HOTEL,
QUEEN'S ROAD.
Hongkong, 26th August, 1893. [169]

THE HONGKONG HOTEL.
TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code—TELEPHONE, No. 32.
PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Office.
THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers. THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the cooking being under experienced supervision.
THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communication. The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience. A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour, adjoining the Hotel, and is under the same management.
The WINES and SPIRITS are selected by an expert and the BEST BRANDS only are supplied. HYDRAULIC ASCENDING STAIRS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.
NIGHT PORTERS and WATCHMEN are constantly on duty.
B. TUCKER,
Manager.
Hongkong, 19th February, 1894.

Intimations.

NOTICE.
DURING my temporary absence from the Colony, Mr. WILLIAM PENDER MACLEAN, who holds my Power of Attorney, will conduct the business of The Hongkong Telegraph.
R. FRASER-SMITH,
Editor and Proprietor.
Hongkong, 24th October, 1893.

WANTED TO PURCHASE A STEAMER,
from 100 to 600 Tons Net Registered.
Apply to
MR. JOSE BUSTELO,
Victoria Hotel.
Hongkong, 28th October, 1893. [1172]

WANTED.
A ROTARY PRINTING PRESS. Size about 36 by 41 inches, or a trifle larger. Must be in working order.
Apply, stating terms, &c., to
G. W.,
c/o Hongkong Telegraph Office.
Hongkong, 14th September, 1893. [1104]

STAG HOTEL.
ON and after the 1st December next, will be accepted or credit given in the above Hotel.
NO CHITS
L. C. AIREY,
Proprietor.
Hongkong, 21st October, 1893. [1142]

NOTICE.
ON and after the 1st December next, will be taken in the following Hotels, "THE VICTORIA HOTEL," "THE PEAK HOTEL," "THE KOWLOON HOTEL,"
DORABEE NOWROJEE,
Proprietor.
Hongkong, 26th October, 1893. [1162]

HONGKONG TRADING COMPANY.
JUST OPENED.
(FOR EVENING WEAR.)
WHITE DRESS SHIRTS.
LINEN COLLARS—DRESS TIES.
BLACK and COLOURED SILK SOCKS.
WHITE and LAVENDER GLOVES.
DRESS SHOES—DANCING PUMPS.
J. P. COTTAM,
Managing Partner.
Hongkong, 24th October, 1893. [1151]

THE PHARMACY,
16, QUEEN'S ROAD.
MESSRS. FLETCHER & Co. beg to inform the Residents of Hongkong and the Shipping Community, that they have now OPENED at the above address. The Store is managed by a thoroughly competent Chemist who takes every care that all DRUGS and CHEMICALS used in the compounding of prescriptions are PURE and FRESH.
FLETCHER & Co. have on hand a good selection of Druggists' Sundries and Patent Medicines.
Telephone No. 74.
FLETCHER & Co.
Hongkong, 23rd September, 1893. [1044]

DR. KNORR'S ANTI-PYREXIC.
(DOSE FOR ADULTS 15 TO 35 GRAINS TWICE.)
Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ZYMELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTI-PYREXIC. Each tin bears the inventor's signature "DR. KNORR" in red ink.

"DERMATOL" is the best Vaseline; its effect in stimulating the closing up of Wounds is described as amazing.
To be had at every reputable Chemist and Druggist constantly on hand at the China Export Import and Bank Co.—Sole Agents for China.
Beware of spurious imitations.
Hongkong, 1st April, 1894. [406]

Shipping.

STEAMERS.
FOR NAGASAKI AND KOBE.
THE Steamship
"CARRADALE,"
Sharp, Commander, will be despatched for the above Ports on or about FRIDAY, the 3rd November.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 27th October, 1893. [1152]

"SHIRE" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
THE Steamship
"DENBIGHSHIRE,"
Captain D. Davies, will be despatched for the above Ports on or about the 6th November.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 26th September, 1893. [1146]

STEAMERS.
"DOUGLAS STEAMSHIP COMPANY, LIMITED."
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"NAMOA,"
Captain Harris, will be despatched for the above Ports TO-MORROW, the 31st instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAIBRAIK & Co.,
General Managers.
Hongkong, 30th October, 1893. [1170]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS if sufficient inducement offers.)
THE Steamship
"CATTERTHUN,"
Captain Shannon, will be despatched as above TO-MORROW, the 31st instant, at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 30th October, 1893. [1141]

"SHIRE" LINE OF STEAMERS.
FOR NEW YORK, via SUEZ CANAL.
THE Steamship
"CARDIGANSHIRE,"
Captain Shcock, will be despatched for the above port on or about FRIDAY, the 3rd November.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 21st October, 1893. [1175]

"SHELL" LINE OF STEAMERS.
Steamship "TROCAS."
Steamship "SPONDILUS."
Steamship "ELAX."
Steamship "VOLUTE."
Steamship "MUREX."
Steamship "TURBO."
Steamship "CONCH."
Steamship "CLAM."
Steamship "BULLMOUTH."
FOR HAVRE AND LONDON,
Taking Cargo on through Bill of Lading to NEW YORK.
THE Next Sailing will be the Steamship
"CLAM,"
24th SINGAPORE, on or about 15th November.
For Freight, &c., apply to
SHEWAN & Co.,
Agents.
Hongkong, 10th October, 1893. [971]

SAILING VESSELS.
FOR NEW YORK.
THE 3/3 L. I. L. American Ship
"JOHN R. KELLY,"
Chapman, Master, will leave here for the above Port and will have quick dispatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 14th September, 1893. [1037]

Consignees.

NOTICE TO CONSIGNEES.
FROM NEW YORK AND SINGAPORE.
THE Steamship
"STRATHESK,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 28th October, 1893. [1196]

"UNION" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM HAMBURG AND STRAITS.
THE Steamship
"ASIA,"
having arrived from the above Ports, Consignees of Cargo and Heavy Luggage are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 2nd November, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st November, at 9 P.M.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd November, will be subject to suit.
Bills of Lading will be countersigned by
SHEWAN & Co.,
Agents.
Hongkong, 26th October, 1893. [1159]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship "PERU."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 24th October, 1893. [1148]

last me a good while to come. You see I was second mate of the *British Racer*, an old eighteen hundred ton liner, and we were carrying coal from Cardiff to 'Frisco.' (A 'liner' is a sea slang for an English vessel, the English law making it compulsory for the captain to serve his crew with a certain amount of lime juice per day, as a preventive against scurvy.)

"Well, sir, we were getting along right merrily, and had come around the Cape just as nice as you please, with the kites up, and even two or three stuns'ls out and the old man, Captain Gordon, of Belfast, was just as pleased as pie. "One night, when it was my middle watch, I was going to bed to see that the lookout wasn't asleep, when just before the fore-peak I was met with a puff of hot air that had a gassy sort of smell, and quick as a wink I knew we were in some place below. That sort of coal is (black) for breckin' out air, and so I knew at once what was the row.

"I hotted for the old man's cabin, and turned him out in no time by sayin' what I found out for, and he didn't lose no time gettin' on deck, runnin' out just as he was, about half dressed. You see, he had a good slice of the ship himself, and I guess the old girl wasn't insured very high. "Well, says he, when we'd taken a look at things, and saw that the steam was beginnin' to smother a little, here's a go and see what's a'goin' on. Mr. Weeden? And says, 'Cap'n, it is, and a blanked bat one, too.' 'I didn't want to load the black stuff,' says he, getting mad all at once, 'cause I knowed it's dirty tricks and ways; but it's aboard now and burnin', and now we've to be done? For, says he, slow and solemn-like, 'this here ship's booked for the bottom, and that too, afore many days. Call the mate, Mr. Weeden, and then all hands.'"

"When the men were all assembled, the old man gives out what I'd found, and orders the pumps to be rigged, and a couple of lines of pipe run down through the deck where it was hottest, which was well for, as I said before. All that night and the next we pumped and pumped water into her, and then pumped and pumped it out again, but it didn't seem to do any good, so the smoke came out thicker and thicker each hour, till it was as black as the night, and we couldn't draw the breeze. In the first-dog-watch we give over tryin', and the old man says:

"'Me lad, this here's a bad job, and it looks as though the *Racer* was runnin' a pretty straight course for Davy Jones's; the port watch'll start in and get the boats ready for leaving the ship, and the starboard watch'll begin bringin' out some stores."

"All that night we was hard at it, and by mornin' the boats were fixed, and ready to let fall at a moment's notice. About three bells that mornin' we were wakin' out, when a fellow in my watch that we called 'Scoopy,' 'cause his eyes were regular telescopes for spyin' things, says out, 'Ice ahead, two points on the port bow! And sure enough, when the ship rose up again there was a little twinklin' spot right on the sky line, a-shinin' like a diamond."

"The old man pops below, and pops up again with his glass, and takes a good long look at the stranger, towards the end of which look I see a pleased-like expression come over his face. 'Let her go off in a min', says he to the mate, 'and keep her nor'-by west, a quarter west.'"

"'Ar, sir,' says the man, and we began runnin' free and straight for the ice. Soon after that it came on dark, and we took in considerable sail, so as to slack up our speed, and at sun-up next mornin' made the ice about six miles ahead, a real old giant of a berg, sparklin' in the sun like a million tons of mother-of-pearl. There was a day where the fellow, just where we wanted it, and makin' the ship as easy to handle as a pilot boat."

"Run for it," says the old man to Mr. Corker, the mate, and let's see what it looks like close on."

"Pretty soon we was within half a mile of it, and certainly it was grand, bel! I should judge, about a mile long by nearly as much wide, and heavin' up in some places eleven or twelve hundred feet."

"Pick the main-yard, Mr. Corker," says the old man, and get away the whale-bait. I think I'll go ashore and do a little 'promin'. Six men here, tumble in, you with 'em, Mr. Weeden, and in no time we were off and pullin' for the ice."

"The old man soon sees a place where landin' was easy, a regular ice-wharf extendin' back about two hundred yards, and as level as the deck of a ship layin' at anchor; and we pulls alongside of it, makin' it as easy as a piece of cake. The old man tumbles out, and tellin' us to wait, sticks his hands into his pockets and walks off. When he comes back he has all smiles, and sings out, 'Git her up now, boys, and we'll soon be as snug as though we were ashore in Liverpool.'"

"When we got back to the *Racer*, and was aboard again, he says, as cheerful as you please, 'the old girl was smokin' away for'd like a blunk volcano. 'Take in the rials and g'alls, Mr. Corker, and s'pose you let go the upper top-sail halyards, too. Work her up close to the berg under the lower topsails, and back the main-yard just off that flat pint where I made a landin'.'"

"When we was there, he sends two hawseers ashore, and made them fast to a couple of spars planted in the ice, and then warps the old gal up to the ice wharf as neat and ship-shape as if we was tyin' up to a regular civilized dock, tho' of course, the ship scraped a bit on account of the ice."

"Knock away the bulwarks alongside the ice, Mr. Corker," says the old man, almost laughin', he was so pleased, and we soon had 'em down and the deck about level with the flat part of the berg."

"Well, sir, we just cleared that ship out, takin' ashore, as we called it, all the stores and tools and lumber and sails, even to the rig carpet off the cabin floor and the rubber balls that the kites used to play with about the decks."

"Now, men," says the old man, when there was nothin' else as could very well be shifted, and we was about used up, 'off with the main hatch and begin passin' out the cargo. The fire hasn't tickled that part yet, and we can get a fair bit of it out before the ship is too hot to work on.' For, lucky for us, the breeze carried the smoke that was pourin' out for'd away from us, which prevented our bein' choked to death."

"Now, the men took this order as pretty hard lines, and scolded how they'd been workin', it did look kinder rough. 'We've the use of that,' says one of them, speakin' for the crowd. 'We've blank coal dead already, and don't see what you want the coal for now; we've plenty of wood to burn.'"

"'Well,' says the old man, gettin' hot, 'is that the way you're goin' to let me showin' such kindness to you for three whole months? Here, now, tumble on, as no talkin'. Why, blank your lazy bides, I'll take a hand myself.' And he off with his pea jacket, and starts in."

"That cheered the boys up a bit, and so they went to work with a will, and never stopped till there was near seven hundred tons of coal safe and sound on the ice, and well back from the edge. At last we couldn't work no longer, for the flames broke out just then and went for things like a lot of hungry tigers."

"'Cast her off!' yells the old man, and the next minit the old gal was driftin' away, all ablaze and lookin' splendid."

"Well, sir, we lived on that berg for a year, lookin' just five days, and here's the end, we

was as cheerful and comfortable as you please. We built a nice house, and we'd plenty to eat and nothin' to do, the only duty bein' to keep a look-out from one of the high points where we rigged a signal station, and kept the flags flyin' all the time there was daylight, and a big bonfire all night. We found a little polar bear cub, too, and brought her up as a pet; but her temper bein' pretty cross-grained we had to be careful not to tease her, and the captain named her Maria Ann, which he said was the name of his wife's mother, who was as snappish like the bear and it reminded him of her. At the end of six months the berg had melted about half way, and so we was only about a quarter the size it had been when we boarded it, and all the time we hadn't seen a single sail."

"One day about noon I was just goin' up to the signal-staff, when I see the flag run up, as well fixed to signify a sail in sight. 'Sail ho!' I sings out and the men comes runnin' out, sayin', 'Where? where?' Up we all scurries, and sure enough there was a sail coming head on right for the berg, on the opposite side from Racerville, as we called the camp."

"It's a steamer under all sail," says the old man. "She came on awful slow, and it was a good while before we could signal her, but at last she saw us and ran up her answerin' pennant. 'Who are you?' says she. 'British steamer *Haystack*, from Buenos Ayres for Callao,' says the steamer, and then runs up. 'Do you want to be taken off?'"

"Well, rather," says we. 'Heave to and we'll come aboard.'"

"So she runs up a little closer and heaves to. The old man and me and six men pull off to her, and when we got on deck our old man says:

"'Cap'n Morgan, I believe?' having found out the other skipper's name in an old register. 'Yes,' says the other old man. 'What's the matter with you—wrecked?' For we looked as healthy and ship-shape as you please."

"'Yes,' says our old man; 'I lost my ship, the *British Racer*, a year ago next Monday by fire, and have been campin' out ever since.'"

"Well," says the other, 'you're cool about it, and no mistake.'"

"'A year on an iceberg is calculated to make a feller colder,' says our old man, grinatin'. And then lookin' round says, 'Ain't you steamin'?'"

"'No,' says Cap'n Morgan; 'I was blowed out of my way so far down off the Falklands that I used up all my coal, and have been tryin' to get along under canvas sail. But it's dreadful slow and I'm a-goin' to break up the woodwork and clap on steam again.'"

"'What's your cargo?' says our Cap'n. 'Meat,' says Cap'n Morgan. 'Fresh meat in ice here, but the ice's most gone and I'm standin' in for the berg to get a new supply when I made out your signals. I'm afraid the it'll spile afore I can fix it up and make port.'"

"'What'll you give for a ton of good coal?' says the old man, kinder smilin'."

"'What?' says Cap'n Morgan. 'I says, what'll you give for coal?' says ours."

"'What d'you mean?' says Cap'n Morgan, lookin' as though he took our old man to be off his nut."

"'Why,' says Cap'n Gordon, 'I've a coal mine on this island of mine; not much of a one, but I could let you have say 700 tons at a fair price; and if you take it all I'll let you have ice free, throw it in as it were, and not say nothin' about it.'"

"At first Cap'n Morgan thought our old man had gone cranky, but when he found out we really had the coal, he says—

"Well, you let me have the coal and I'll take you and your crew to Callao for nothin'." "No," says our old man; 'we're comfortable, and in no hurry to move. I'll let you have the coal for five pounds per ton, 50 per cent. off for cash, delivered alongside the berg.'"

"Five pounds a ton!" yells the steamer's old man. 'Why, you must think I'm the Duke of Westminster. I'll give you one.'"

"Say two pounds ten," says our old man, and I'll throw in my mother-in-law—I mean a she polar bear—into the bargain."

"'Polar bear be blasted,' says Cap'n Morgan. 'I ain't commandin' a zoological garden this voyage.'"

"Well," says our old man, 'one pound taken it; and you can bring the *Haystack* up alongside safe enough, for the water's deep enough.'"

"Well we soon had the coal shifted again, and as I said, just five days less than the year we cast off and stood away for Callao, Maria Ann and all, only the two kites bein' missin'; they havin' been eat by Maria about six months before we shipped from Callao for Antwerp."

"Never heard of any of the crew again, but just before we started away this time, when I read a piece in the *New York Herald*, tellin' about a sea-farin' party as was killed by his mother-in-law during a quarrel about keepin' a white bear chained in the old lady's garden, and from what it said I came to the conclusion, it must have been the *Racer*'s old man what was killed, and that the white bear must have been Maria Ann."—*J. C. in Overland Monthly.*

WISE AND OTHERWISE.

(Compiled from many sources.)

Where woman takes man's place—in the tramcar. The coming man will neither smoke tobacco nor eat anything of a crank is that he always thinks it's his turn.

The fellow who doesn't think at all usually sets up for a free-thinker. Too many churches reckon a man's standing in the church by his "sittin'."

Every man owes something to himself, but what he owes to other people is what bothers him. "Defies gentleman." A gentleman is a grown-up boy who used to mind his mother."

No one ever accumulated an overstock of wisdom by huntin' for the mistakes of others. It is the man with about \$6.17 to his credit in a bank that usually tries hardest to stir up a panic.

No Room for Agnosticism—"Do you believe in dreams?" "Why, of course? I've often had them myself."

It is interesting to see how sorry the man who went on a voyage and the man who stayed at home are for each other.

The Lesser of Two Evils—Give me neither poverty nor riches, but if I must have one of them give me riches. Half the world is ignorant of how the other half lives. This is true, but it is no fault of the so-called society papers.

Some people are too kind to tell the truth. If you ask one of them to lend you \$1 he will declare he has a cent.

Hadn't Looked Later—Mr. Staylong—Have you any gray hairs in your head? She—There weren't any when you came, Mr. Staylong.

"Did you ever have your picture in a newspaper?" "Yes; once. But as the compositor mislaid my name under it, no one has ever yet learned of the fact."

If we must have economy As sundry statesmen preach, Oh, for a starter let us try Economy of speech. Tories (in Oklahoma)—Your fellow-townsmen, Judge Regard, is a self-made man, is he not? Alkali Thos—Wasn't, not wholly; I put a head on him the other day myself.

"No," said Mr. Jumpuppe; "I don't object to very much to a man who comes into my office to talk, but I do object to a man who comes into my office to stand around and think."

Temperance Orator—How strange that a man will put an enemy into his stomach to steal away his brains! Voice in Audience—Great Scott! Is that where you carry your brains?

Slam, it is said, can boast of fatter cats with purple eyes. No doubt it was these pussies that swarted Johnny Cranand's awarice. Purple cat's eyes are rare jewels.

If you want the silver question Settled in an off-hand way. Just stand on the street corner. And you'll hear it every day.

One on Boston—Englishman—This is beastly weather. Bostonian—Beastly? Why, there's nothing animal about it, is there? Englishman—Certainly. Isn't it raining cats and dogs?

An Unlucky Remark—"My dear, I think the bonnet you have on is very becoming," said Mr. Jones to his wife. "Yes," was the reply. "It is becoming very aged, and I was just going to tell you I am going to have a new one."

At the Spanish Ball—"Sir, will you allow me to shake hands with you, as that will create an impression that there is somebody here whom I know?" "Delighted, sir, I'm sure. I am in the same predicament as yourself."

Wanted the Law on His Side—"Well," said the lawyer to the rural justice, "you sent for me?" "Yes," said the justice. "I want advice about this here prisoner. He's been hatched stealing hops, and, as I ain't got no law book, I don't know if I'm entitled to lynch him or not!"

Hungry Higgins—Can't you give a poor man a nickel? Mr. Mugstern—Und vat you do mit him—append him for bier? Hungry Higgins—Sure. Right here in your own house, Mr. Mugstern—All right. Here you vas. I always like to help a poor man ven he's willing to trade mit me.

An Honest Critic—He had a justly earned reputation as a graceful speaker and asked a rural constituent, "What do you think of my effort just now?" "Well," replied the candid old gentleman, "I must say some of the words was a little too much for me. But, just judge!" by sound, I should say it was mighty fine."

CHINA COAST METEOROLOGICAL REGISTER.

29th October, 1893.—At 4 p.m.

STATION.	Wind	Temp.	Humidity	Bar.	Dir.	Force	Clouds	Sea	Vis.	Remarks
Wanchow	SE	78	85	30.1	SE	4	100	1	10	
Nagasaki	SE	78	85	30.1	SE	4	100	1	10	
Yokohama	SE	78	85	30.1	SE	4	100	1	10	
Kobe	SE	78	85	30.1	SE	4	100	1	10	
Osaka	SE	78	85	30.1	SE	4	100	1	10	
Kyoto	SE	78	85	30.1	SE	4	100	1	10	
Edo	SE	78	85	30.1	SE	4	100	1	10	
Manila	SE	78	85	30.1	SE	4	100	1	10	
Cebu	SE	78	85	30.1	SE	4	100	1	10	
Iloilo	SE	78	85	30.1	SE	4	100	1	10	
Baguio	SE	78	85	30.1	SE	4	100	1	10	
San Francisco	SE	78	85	30.1	SE	4	100	1	10	
San Pedro de Macoris	SE	78	85	30.1	SE	4	100	1	10	
San Juan	SE	78	85	30.1	SE	4	100	1	10	
Sanchez	SE	78	85	30.1	SE	4	100	1	10	
Sancti Spiritus	SE	78	85	30.1	SE	4	100	1	10	
Sancti Spiritus	SE	78	85	30.1	SE	4	100	1	10	
Sancti Spiritus	SE	78	85	30.1	SE	4	100	1	10	

30th October, 1893.—At 10 a.m.

STATION.	Wind	Temp.	Humidity	Bar.	Dir.	Force	Clouds	Sea	Vis.	Remarks
Wanchow	SE	78	85	30.1	SE	4	100	1	10	
Nagasaki	SE	78	85	30.1	SE	4	100	1	10	
Yokohama	SE	78	85	30.1	SE	4	100	1	10	
Kobe	SE	78	85	30.1	SE	4	100	1	10	
Osaka	SE	78	85	30.1	SE	4	100	1	10	
Kyoto	SE	78	85	30.1	SE	4	100	1	10	
Edo	SE	78	85	30.1	SE	4	100	1	10	
Manila	SE	78	85	30.1	SE	4	100	1	10	
Cebu	SE	78	85	30.1	SE	4	100	1	10	
Iloilo	SE	78	85	30.1	SE	4	100	1	10	
Baguio	SE	78	85	30.1	SE	4	100	1	10	
San Francisco	SE	78	85	30.1	SE	4	100	1	10	
San Pedro de Macoris	SE	78	85	30.1	SE	4	100	1	10	
San Juan	SE	78	85	30.1	SE	4	100	1	10	
Sanchez	SE	78	85	30.1	SE	4	100	1	10	
Sancti Spiritus	SE	78	85	30.1	SE	4	100	1	10	
Sancti Spiritus	SE	78	85	30.1	SE	4	100	1	10	
Sancti Spiritus	SE	78	85	30.1	SE	4	100	1	10	

30th October, 1893.—At 10 a.m. (Continued from page 1)

HONGKONG REGISTER.

Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.1	30.2
Temperature	78	78
Humidity	85	85
Direction of wind	SE	SE
Force	4	4
Clouds	100	100
Sea	1	1
Vis.	10	10

Highest temp. on the 30th: 85° F. Lowest temp. on the 30th: 78° F. W. C. Foon, First Assistant. Hongkong Observatory, 30th October, 1893.

Today's Advertisements.

IN THE COLONIAL COURT OF ADMIRALTY OF HONGKONG.

SUIT No. 9 OF 1893.

JEBSEN & OTHERS PLAINTIFFS, AGAINST THE STEAMSHIP "BANTAM" AND FREIGHT.

The undersigned will (pursuant to a commission for sale issued herein) sell by PUBLIC AUCTION, on MONDAY, the 6th day of November, 1893, at 2.30 o'clock in the afternoon, at the SUPREME COURT HOUSE, Victoria, Hongkong (unless previously sold by private treaty).

The Steel Screw Steamship, "BANTAM," gross tonnage 2,314, net register tonnage 1,521, as she now lies afloat in Hongkong Harbour.

The vessel was built by Messrs. A. & I. LLOYDS at Glasgow in 1885, and classed 700 A 1 at Lloyd's, but is now unclassified and will have to be re-surveyed, her eight years' classing having just expired.

Length 299 feet, breadth 37 feet, depth 15 feet 6 inches. Is fitted with compound direct-acting Engines of 250 h.p. nominal and 2,500 h.p. effective, built by A. & I. Lloyds in 1885, diameter of cylinders 48 in. and 60 in. and 70 in. Stroke of Piston 3 feet 6 in.

Two double-ended multipolar horizontal Steel Boilers having a heating surface of 4,840 square feet. Working pressure 80 lbs. These are in good condition.

Total deadweight capacity, bunkers included, 2,800 tons. Bunker capacity 352 tons. For further particulars, apply to V. H. DEACON, Solicitor, Hongkong.

F. A. HAZELAND, Marshal, Colonial Court of Admiralty of Hongkong, Hongkong, 30th October, 1893.

Today's Advertisements.

AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship, Captain G. Costanzo, will be despatched as above on MONDAY, the 6th November, at Noon.

Cargo will not be received on board after 3 P.M. prior to date of sailing. For further information as to Passage and Freight, apply to

C. ZANELLA, Agent, Hongkong, 30th October, 1893.

HONGKONG RIFLE ASSOCIATION.

MR. SASSOON'S CUP AND SPOONS will be shot for on SATURDAY, the 4th November.—Range, 400 and 300 yards. Time, 3 P.M.

A. MANN, Asst. Hon. Secretary, Hongkong, 30th October, 1893.

Intimations.

THOMAS' GRILL ROOMS, (Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later if notice be given. He is also prepared to SUPPLY MEALS TO PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash. Scale on application.

Monthly Board for One Person—\$35.00. Tiffin—\$15.00. AMERICAN FROZEN OYSTERS always on hand and served in every Style. Breakfast—\$0.50. Tiffin—\$0.75. Dinner—\$1.00. SPECIAL TIFFINS AND DINNERS served in Excellent Style at short notice.

The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank—100 per cent. prem. sales and buyers.

The National Bank of China, Ltd.—on \$1.16 bid up, 40 per cent. dis. sellers.

The National Bank of China, Ltd.—Founders shares, \$1.10 per share, sellers.

The Bank of China, Japan & the Straits, Ltd.—nominal.

The Bank of China, Japan & the Straits, Ltd.—Founders shares, nominal.

Chinese Imperial Loan of 1894—B—2 per cent. premium, sellers.

Chinese Imperial Loan of 1894—C—2 per cent. premium, buyers.

Chinese Imperial Loan of 1895—E—14 per cent. premium.

Union Insurance Society of Canton—\$26 per share, sales and buyers.

China Traders' Insurance Company—\$31 per share, buyers.

North China Insurance—Tis. 115 per share, buyers.

Canton Insurance Company, Limited—\$117 per share, buyers.

Yangtze Insurance Association—\$60, sellers.

On Tai Insurance Company, Limited—Tis. 15 per share.

Hongkong Fire Insurance Company—\$193 per share, sellers.

China Fire Insurance Company—\$78 per share, sales and buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$26 per share, sales and buyers.

China and Manila Steam Ship Company—\$32 per share, sellers.

Indo-China Steam Navigation Company, Limited—67 per cent. discount, sales and buyers.

Douglas Steamship Company—\$37, buyers.

The Steam Launch Co., Limited—\$20 per share, buyers.

Hongkong and Whampoa Dock Company—72 per cent. premium, sellers.

Geo. Fenwick & Co., Limited—\$15 per share, sales and buyers.

Hongkong Hotel Company—\$11 per share, sales and buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$50.

The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.

The Shamrock Hotel Co., Limited—\$4 per share, sellers.

Panjin Mining Co.—\$5 per share, sales and buyers.

The Rand Gold Mining Co., Limited—\$4 per share, sales and buyers.

The Balmoral Gold Mining Co., Limited—70 cents, per share, sales and buyers.

Société Française des Charbonnages de Tonkin—\$70 per share, sales and buyers.

The Teleph Mining and Trading Co., Limited—\$4 per share, buyers.

New Inland Mining Co., Limited—nominal.

London and Pacific Petroleum Co., Ltd.—on China Sugar Refining Company, Limited—\$150 per share, sellers.

Laurin Sugar Refining Company, Limited—\$32 per share, sellers.

A. S. Watson & Co., Limited—\$11 per share, sales and buyers.

Dakin, Cruickshank & Co., Limited—\$1 per share, sales and buyers.

Hongkong Dairy Farm Co., Limited—\$4 per share, sellers.

The Kowloon Land Investment Co., Limited—\$7 per share, sales and buyers.

The Hongkong Land Investment Co., Limited—\$5 per share, buyers.

The West Point Building Co., Limited—\$30 per share, sellers.

H. G. Brown & Co., Limited—\$8 per share, sales and buyers.

Hongkong and Kowloon Wharf and Godown Company—\$38 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$35 per share, sellers.

Hongkong Gas Company—\$110 per share, buyers.

Hongkong Ice Company—\$67 per share, buyers.

Hongkong and China Bakery Company, Limited—\$65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$3 per share, sales and buyers.

The Green Island Cement Co.—\$5, sales and buyers.

The Hongkong Electric Light Co., Limited—\$3 per share, sales and buyers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$45 per share, buyers.

EXCHANGE.

On LONDON—Bank, T. T. 2/4 1/2

Bank Bills, on demand 2/4 1/2

Bank Bills, at 4 months' sight 2/5 1/2

Credits at 4 months' sight 2/5 1/2

Documentary Bills, at 4 months' sight 2/5 1/2

On PARIS—Bank Bills, on demand 1/3 1/2

Credits, at 4 months' sight 1/3 1/2

On INDIA—T. T. 18 1/2

On Demand 18 1/2

On SHANGHAI—Bank, T. T. 7 1/2

Private, 30 days' sight 7 1/2

VISITORS AT THE HONGKONG HOTEL.

Mr. F. Beverley.	Mr. A. B. Macdonald.
Mr. F. J. Bishop.	Mr. & Mrs. C. P. Marsh.
Mr. J. J. Barlow.	Mr. J. McWilliams.
Mr. C. H. Best.	Mr. T. Mitchell.
Mr. R. Bondlock.	Mr. A. Murray.
Mr. J. M. Cook.	Mr. W. Mouson.
Mr. & Mrs. Douglas.	Mr. A. B. Pearson.
Mr. G. G. Gifford.	Mr. and Mrs. Pearson.
Mr. J. V. Giron.	Mr. and Mrs. R. C. Patterson.
Mr. and Mrs. J. H. Hutton.	Mr. R. W. Phillips.
Mr. J. K. Kington.	Mr. F. von der Pfordten.
Mr. J. S. Leadbetter.	Mrs. von der Pfordten.
Mr. T. H. Lora.	Mr. F. E. Shean.
Mr. R. L. Lyle.	Mr. H. A. S. Thompson.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.	Mr. MacLean.
Mr. F. Deacon.	Mr. MacLean.
Mr. F. East.	Mr. and Mrs. Molyneux.
Mr. F. C. Fitching.	Mr. H. W. Robinson.
Miss Giese.	Mr. A. F. Smith.
Mr. and Mrs. Hunt.	Mr. A. F. Smith.
Mr. and Mrs. Koch.	Mr. Sparrow.
Mr. V. Kofod.	Mr. T. Tomlin.
Mr. W. H. R. Leary.	

MAILS EXPECTED.

THE ENGLISH MAIL.
The P. & O. S. N. Co.'s steamer *Kewanna*, with the outward English mail, left Singapore on the 25th instant at 4 p.m., and may be expected here on the 3rd proximo.

THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer *Orna*, with the outward French mail, left Saigon on the 25th instant, and may be expected here on the 1st proximo.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mail, &c., left San Francisco for this port via Yokohama, on the 19th instant.

SOUTHERN PACIFIC MAIL.
The Northern Pacific Steamship Co.'s steamer *Victoria* left Victoria on the 4th instant.

THE CANADIAN MAIL.
The Canadian Pacific Railway Co.'s steamer *Empress of India* left Vancouver on the 17th instant for Yokohama, Kobe, Nagasaki, Shanghai and Hongkong, and may be expected here about the 8th proximo.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Aden* left Singapore on the 24th instant, and may be expected here on the 30th.

The Messageries Maritimes Co.'s steamer *Saghalien* left Shanghai on the 28th instant at 2 p.m., and may be expected here on the 31st.

The Navigazione Generale Italiana steamer *Serra*, from Bombay, left Singapore on the 28th instant, and may be expected here on the 1st proximo.

The D. D. R. steamer *Oceana*, from Hamburg, left Singapore on the 28th instant, and may be expected here on the 3rd proximo.

The Ocean Steamship Co.'s steamer *Palmist* left Singapore on the morning of the 28th instant, and is expected here on the 31st proximo.

The "Glen" line steamer *Glenagarry* left Singapore on the 28th instant, and may be expected here on the 5th proximo.

Shipping.

ARRIVALS.

KUTANG, British str., 1,495, G. H. Bowker, 28th Oct., Calcutta 12th Oct., Penang 18th, and Singapore 22nd, Optima and General Landing, Matheson & Co.	MORAY, British steamer, 1,111, Thomson, 29th Oct., Kuchino 24th October, Coals—Doddwell, Carill & Co.
FOOKANG, British steamer, 991, Spencer Wilde, 29th Oct., Wuhu 24th Oct., and Chinkiang 25th, Rice, Wheat and Beans—Jardine, Matheson & Co.	ANDRAY, British steamer, 1,001, James Thom, 29th Oct., Java 17th October, Sugar—Jardine, Matheson & Co.
SUNGKANG, British steamer, 994, C. B. N. Dodd, 29th October, Manila 28th October, General—Butterfield & Swire.	FARER, Danish steamer, 397, C. L. Strand, 29th Oct., Pakhol 26th October, and Hallow 28th, General—Arnold, Kurborg & Co.
CANTON, British steamer, 1,110, T. H. Sellar, 29th Oct., Shanghai 26th Oct., General—Jardine, Matheson & Co.	ASE, Danish steamer, 592, Revsbeck, 29th Oct., Halphong 27th Oct., and Hallow 28th, General—A. R. Marry.
SAINT ARAFE, British steamer, 1,199, H. D. Wood, 29th Oct., Singapore 18th Oct., and Hallow 27th, General—Shewan & Co.	LY-MOON, German steamer, 1,238, G. Hoyer, 29th Oct., Canton 29th October, General—Stemmen & Co.
CONCORD, American cruiser, 1,700, Goodrich, 29th October, Saigon 24th October.	THEMOPHIA, Canadian bark, 94, J. R. Winchester, 30th Oct., Astoria (Oregon) 16th Sept., Timber—Captains.

CLARANCES AT THE HARBOUR OFFICE.
Tellus, Norwegian steamer, for Kuchino. *Muris*, British steamer, for Bangkok. *Freya*, Danish steamer, for Hallow, &c. *Nadia*, British steamer, for Swatow, &c. *Phila*, British steamer, for Amoy, &c. *Shanghai*, British steamer, for Shanghai. *Lucy A. Nichols*, American bark, for New York. *Strathairn*, British steamer, for Shanghai, &c. *Demar*, German steamer, for Singapore, &c.

DEPARTURES.
October 28, *Nanyang*, German str., for Canton. October 29, *Tava*, British str., for Singapore, &c. October 29, *Hanoi*, French str., for Haiphong. October 29, *Holstein*, German str., for Saigon. October 29, *Freya*, Danish str., for Swatow, &c. October 29, *Aria*, German str., for Kobe, &c. October 29, *Lunox*, British steamer, for Moji. October 29, *Bilboa*, German str., for Kobe, &c. October 29, *Benaki*, British str., for Kobe, &c. October 30, *Wosung*, British str., for Shanghai. October 30, *Murea*, British str., for Bangkok. October 30, *Strathairn*, British steamer, for Shanghai, &c.

FAIRWAYS—ARRIVED.
Pan Kungang, from Calcutta, &c.—Mr. Wilson, 2nd 1/2 Ch. 1/2.

Pan Kungang, from Wuhu, &c.—13 Chinese.

Pan Kungang, from Manila—1 European lady, and 31 Chinese.

Pan Kungang, from Shanghai—41 Chinese.

Pan Kungang, from Haiphong—2 Europeans and 35 Chinese.

Pan Kungang, from Singapore, &c.—18 Chinese.

REPORTS.

The British steamship *Sunglung* reports that she left Manila on the 28th instant. Had strong north-east gale with heavy north-east rain and squally weather throughout.

The British steamship *Frederick* reports that she left Wuhu on the 28th instant, and Chinkiang on the 29th. Had strong north-east winds and squally weather with following sea.

The British steamship *Centon* reports that she left Shanghai on the 28th instant. Had moderate to fresh north and north-east winds to Lamoo Light; thence moderate to fresh north-east winds and fine weather.

The British steamship *Moray* reports that she left Kuchino on the 28th instant. Had fresh north-east winds to Tarnabury from where to Hongkong had strong north-east wind, north-east and east-north-east winds and moderate sea.

The British steamship *Arday* reports that she left Java on the 17th instant. Had light variable winds and fine weather to Mindoro (Palau); thence to port "about" China Sea had strong north-east monsoon with high sea and squally weather.

The British steamship *Katana* reports that she left Calcutta on the 19th instant. Passed on the 19th, and Singapore on the 22nd. From Calcutta to Penang had moderate to fresh north-east wind and fine weather. From Penang to Singapore had fine weather and moderate wind. From Singapore to Hongkong had heavy weather with squally weather and rough sea.

Post Office.

A MAIL WILL CLOSE.

For Port Darwin, Thursday Island, Townsville, Sydney, and Melbourne.—Per *Catherina* tomorrow, the 31st instant, at 11.30 A.M.

For Amoy and Manila.—Per *Sunglung* tomorrow, the 31st instant, at 1.30 P.M.

For Europe, &c., Australia, India, &c. Madras, Calcutta, and Mauritius.—Per *Saghalien* on Wednesday, the 31st Nov., at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of China* on Wednesday, the 1st Nov., at 11.30 A.M.

For Macao, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.—Per *Catherina* on Thursday, the 2nd Nov., at 11.30 A.M.

For Nagasaki, Kobe, Yokohama, and San Francisco.—Per *Pera* on Saturday, the 4th Nov., at 12.30 P.M.

For Singapore, Penang, and Calcutta.—Per *Kutang* on Saturday, the 4th Nov., at 2.30 P.M.

For Europe, &c., India, &c. Bombay.—Per *Moray* on Thursday, the 9th Nov., at 11 A.M.

For Europe, &c., &c.—Per *Saghalien* on Monday, the 13th Nov., at 5 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

AKIOO, German steamer, 771, T. Bendern, 16th July, left Saigon 12th July, Rica—Wider & Co.

BARTAM, Dutch steamer, 1,457, C. J. van de Bergh, 10th July, Bangkok 15th July, Rica—Lavis, Wegener & Co.

CARRADALE, British steamer, 2,169, Sharp, 23rd October, Moji 17th October, Coals—Doddwell, Carill & Co.

CANTYKHOV, British steamer, 2,156, Neil Shannon, 26th October, Fochow 24th Oct., Teo—C. H. Livingston & Co.

CHIKOV, British steamer, 1,451, R. Jones, 25th Oct., Kobe, 26th Moji 18th Oct., General—Butterfield & Swire.

DEYAWOMSE, British steamer, 1,057, George Anderson, 28th Oct., Bangkok 17th Oct., and Koh-i-chang 20th, General—Yuen Fat Hong.

EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 10th Oct., Vancouver 18th Sept., Victoria 19th, Yokohama and Ootomachi 24th, Yagasaki 26th, and Shanghai 28th, General—C. P. R. Co.

FAME, British steamer, 117, Captain McIsaac, Hongkong Government tender.

HERRERA, German steamer, 1,156, H. Wilt, 25th Oct., Moji 17th October, Coals—Stemmen & Co.

MACDUFF, British steamer, 1,132, E. Porter, 27th Oct., Orara 19th Oct., Coals—Doddwell, Carill & Co.

NAMU, British steamer, 862, H. C. Harris, 28th October, Fochow 24th October, Amoy 26th, and Swatow 27th, General—D. La Prall & Co.

ORIENT, British steamer, 1,379, C. F. Harvey, 26th Oct., Moji 21st October, Coals and General—Butterfield & Swire.

PERU, American steamer, 2,440, D. E. Field, 24th Oct., San Francisco 20th Sept., and Yokohama 19th October, Mails and General—P. M. S. S. Co.

PILOT FISH, British steamer, 161, A. Stepanov, Hongkong and Whampoa Dock Co.

SHANTUNG, British steamer, 1,155, H. C. D. Frampton, 24th Oct., from Samarang, Sugar—Butterfield & Swire.

TAIPEI, German steamer, 281, J. Calender, 28th Oct., Del 19th Oct., and Calender 20th, General—Meyer & Co.

TAIYICK, German steamer, 903, N. Emke, 24th Oct., Hongkong 17th Oct., Rica—Yuen Fat Hong.

THEIRAN, British steamer, 1,036, F. Cole, 26th Oct., Bombay 6th October, and Singapore 18th, General—P. & O. S. N. Co.

TELUS, Norwegian steamer, 2,009, Amundson, 26th Oct., Japan 20th Oct., Coals—Mitsui Bussan Kaisha.

TOTO MARU, Japanese steamer, 1,548, T. Kasuga, 27th Oct., Kuchino 22nd Oct., Coals—Mitsui Bussan Kaisha.

SAILING VESSELS.

ADOLPH, German bark, 167, E. Westergaard, 21st Aug., Hamburg 22nd April, General—Stemmen & Co.

BAUTTO, German bark, 348, H. Eggers, 14th Oct., Amoy 4th Oct., Sugar—Wilde & Co.

CENTRAL, American ship, 1,235, B. C. Brown, 6th Sept., Singapore 23rd August, Whampoa—Order.

ELIZABETH, American ship, 997, T. Alm, 5th Oct., Honolulu 21st Sept., General—Captain.

F. SKOLFIELD, British ship, 1,093, W. M. Sherman, 4th Oct., Singapore 13th Sept., Time bet.—Master.

GEORGE SYMONS, American bark, 1,874, E. B. Mearns, 6th Aug., New York 12th April, Kerosene Oil—Captains.

JOHN CURRIER, American ship, 1,248, R. B. Lawrence, 4th Oct., Shanghai 23rd Sept., Ballast—Order.

JOHN R. KELLEY, American ship, 2,251, O. E. Chapman, 1st Sept., New York 10th May, Kerosene Oil—Master.

LOU A. NICKEL, American bark, 1,390, C. M. Nickels, 3rd Aug., New York 12th April, Kerosene Oil—Captains.

MARINA, BOKERMAN, German ship, 726, Ed. Matheis, 11th Oct., Philadelphia 21st May, Petroleum—Order.

NEW SHUN SHIP, Chinese gen. str., 56, Lok Li Tong, 2nd August, Saigon 24th August, Wood—Yong Kee & Co.

SOKATA, British (registered) ship, 1,316, D. Morgan, 17th May, Singapore 21st May, Ballast—Order.

SPRINGBURY, British bark, 150, Clark, 22nd Oct., Singapore 27th September, Timber—China.

VELOCITY, British bark, 491, R. Martin, 14th Oct., Honolulu 3rd August, General—China.

RIVER STEAMERS.

YATSHAN, British steamer, 2,269, R. Spence, H. C. M. & Co.

Bankow, British steamer, 2,252, Lloyd—Butterfield & Swire.

Hongkong, British steamer, 1,251, W. E. Clark, H. C. M. & Co.

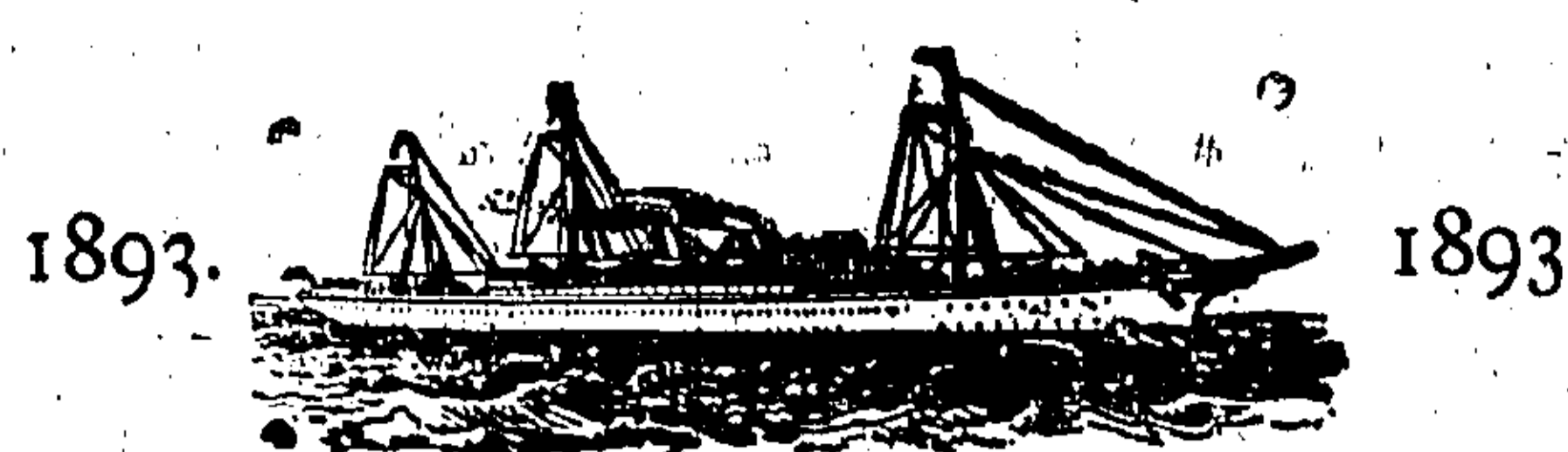
Hongkong, British steamer, 1,251, W. E. Clark, H. C. M. & Co.

Hongkong, British steamer, 1,251, W. E. Clark, H. C. M. & Co.

Hongkong, British steamer, 1,251, W. E. Clark, H. C. M. & Co.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA	4,000 Tons	WEDNESDAY, 1st November.
EMPEROR OF INDIA	4,000 "	WEDNESDAY, 24th November.
EMPEROR OF JAPAN	4,000 "	WEDNESDAY, 27th December.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal ports in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers' choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change.

The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. E. BROWN,
General Agent.

Hongkong, 5th October, 1893.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 4th Nov., at 1 P.M.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 23rd Nov., at 1 P.M.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 14th Dec., at 1 P.M.

THE U. S. Mail Steamship "PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, on SATURDAY, the 4th Nov., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their Journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL, PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's land connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address to full value of same is required.

Circular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, 30th October, 1893.

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED, JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit requirements, at Wholesale Prices! Extra Special terms for Shipping and large Orders.

St. Robert RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."